

To-day's
Advertisements.

VICTORIA PRECEPTORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL, TO-NIGHT, the 26th instant, at 8.30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to attend.

Hongkong, 26th October, 1899. [1326a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship
"HAILONG,"
Captain Robson, will be despatched for the above Port, on SATURDAY, the 28th instant, at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.

Hongkong, 26th October, 1899. [1326a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship
"WHAMPOA,"
Captain Garrioch, will be despatched as above on MONDAY, the 30th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th October, 1899. [1326a]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"JOHN SANDERSON,"
will be despatched for the above port on or about the 31st instant, and will be followed by S.S. ST. JEROME to sail about 15th Nov.

For Freight, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 26th October, 1899. [1327a]

FOR LONDON, VIA SUEZ CANAL.

THE Steamship
"BEN LEE,"
Captain Farquhar, will be despatched as above on TUESDAY, the 7th November.

For Freight, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 26th October, 1899. [1327a]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, COLOMBO AND
SINGAPORE.

THE Company's Steamship
"HAKATA MARU,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 1st November, will be subject to rent.

All ship-damaged packages must be left in the Godowns where they will be examined on WEDNESDAY, the 1st November, and SATURDAY, the 4th November, both days at 10 A.M., upon notice of such damage being sent in beforehand to this office.

All claims must reach the undersigned before the 4th November, or they will not be recognised. No Fire Insurance has been effected.

NIPPON YUSEN KAISHA.

Hongkong, 26th October, 1899. [1327a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship
"KINTUCK,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 1st November, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 26th October, 1899. [1329a]

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT relying on the well known kindness of the Benevolent Friends of the Institution begs to APPEAL to their Charity for assistance on behalf of a poor destitute Woman, a native of Mauritius, with four children of tender age, that had been led by deceit to the interior of China, where they had suffered very ill treatment, resolved to escape to this Colony, and came to the Convent in the most miserable and distressful condition craving a shelter.

It is more than a year that the Superiores has kept them under her care for want of means to send them back to Mauritius, but as the poor woman is longing to be once more amongst her own people and as there will be a steamer for Mauritius on the 14th instant, the Superiores fully hopes that her earnest petition will be kindly attended.

The Charity of the kind benefactors will certainly be amply rewarded by the Merciful Father of the abandoned.

Hongkong, 11th October, 1899.

Intimation.



A. S. WATSON & Co., LIMITED.

IMPORTERS OF HIGH-CLASS
SHERRIES.

B.—SUPERIOR PALE DRY, dinner wine, Green Seal Capsule - - - - - \$10.80

C.—MANZANILLA, PALE NATURAL SHERRY, White Capsule - - - - - 12.00

CC.—SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule - - - - - 12.00

D.—VERY SUPERIOR OLD PALE DRY, choice old wine, White Seal Capsule - - - - - 14.40

E.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Black Seal Capsule (Old Bottled) - - - - - 20.40

B, C, and CC are excellent dinner Wines and suitable for invalids and delicate stomachs. D and E are after-dinner Wines of a very superior vintage. All are true Xeres Wines.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited.

QUEEN'S ROAD CENTRAL.

ESTABLISHED A.D. 1841.

MARRIAGE.

At the Cathedral, Shanghai, on the 21st October, 1899, by the Right Rev. C. P. Scott, D.D., Bishop of North China, and the Rev. H. C. Hodges, M.A., PERCY ROMILLY, second son of Sir John Wingham, Bart., K.C.M.G., to CHARLOTTE CUNINGHAM SCOTT, youngest daughter of W. Wykeham Myers, M.B. of Takow, Formosa. No cards. [1328a]

THE HONGKONG TELEGRAPH

HONGKONG, THURSDAY, OCTOBER 26, 1899.

REUTER'S TELEGRAMS.

THE WAR.

LONDON, October 24th.
The position at Glencoe is watched with extreme anxiety. General Yule has retired on Glencoe to effect a junction with General White. An overwhelming force is surrounding Glencoe. General White fought a successful action yesterday with a Free State force between Ladysmith and Newcastle and hopes to join hands with General Yule.

A telegram from Mr. Rhodes to the War Office urgently demands re-inforcements for Kimberley.

A strong Naval Brigade has been landed at Simonstown and hastened Northward. Its destination is kept secret.

WEATHER REPORT.

The Observatory report says:—
On the 26th at 11.55 a.m. barometric changes are slight. The high pressure area is still central over the E. coast of China and W. Japan, and pressure is slightly low over the Southern Philippines. Gradients moderate to rather steep. Fresh monsoon on the coast, very strong monsoon in the N. part of the China Sea. FORECAST:—Fresh N.E. winds fair.

LOCAL AND GENERAL.

TO-DAY'S football match was postponed.

MANY in Singapore will be glad to hear that Miss Ella Davies, daughter of Capt. J. C. Davies, pilot, of this port, has succeeded in obtaining a bronze medal for singing at the Royal Academy of Music, and this after only thirteen months' attendance at the Academy.

THE French colonial estimates for the present year are set down at 85,000,000 francs; but this does not include the civil expenditure, pensions to Government officials, interest on the various colonial debts, &c., which items bring the total expenditure up to some 300,000,000 francs. During the discussion on the Budget of last year M. Camille Pelletan pointed out that the colonial expenditure of France was more than that of all the other countries combined. And this expenditure augments rapidly every year.

A CRICKET match H.K. C. C. v. H.K. F. C., will be played on Saturday, commencing at 11.30 a.m. The following are the teams:—

CRICKET CLUB. FOOTBALL CLUB.
H. M. Elliott, R.N. A. G. Wood.
Rev. G. R. Vallings. J. E. Lee.
Capt. Langhorne, R.A. J. Ross.
Major Clark, R.A.M.C. A. R. Lowe.
H. Strong, R.M.L.I. Dr. Tuck, R.N.
H. F. Jeff, R.N. Capt. Waymouth, R.A.
A. Wilson, R.N. J. Higgin, R.W.F.
H. Hill, R.W.F. H. Brotham, R.W.F.
K. Mounsey. H. L. R. Hancock.
D. A. Lewis, R.A. R. G. Thompson, R.A.
D. Wood. Capt. Tulloch, R.A.

THE Directors of the South Rand Gold Mining Syndicate Limited notify for the information of shareholders, that they have purchased, at the Government auction held at Rand on 16th instant, two additional 50-acre blocks adjoining the company's present lease, at the upset price of \$1,000 per block. This purchase makes the company's total area 250 acres, and prevents the possibility of the lode now being worked dipping out of the company's land.

THE *Kobe Herald* says:—Particulars of the disastrous tidal waves which occurred in the Bay of Suruga, Shizuoka prefecture, on Saturday, the 7th inst. are to hand. The disaster is indeed one of the most severe and fatal of any which ever occurred in this country since the north-eastern districts were invaded by the tidal waves from the Pacific in 1896, when there was immense loss of life and property. It was about 3 p.m. on the 7th when the storm, was raging furiously that the tidal wave occurred in the Bay with the result that men and women, old and young, as well as much property on the coasts of Fuji, Ambara, Shita and other districts were carried out to sea, especially in the vicinity of Tagono-ura which was the centre of invasion. The height of the waves is said to have been 5 or 6 1/2 (over 50 feet high), so that the extent of the disaster may be easily imagined.

THERE is a woman in Kansas who makes a good living as a professional companion for women whose husbands are away. She will go to a house and be company for a lone woman at a pound a week, or she will go out for the night while husbands are away for three shillings an evening. She knows all the gossip, and will tell it for two shillings a night extra. In families where there is a young woman with a beau, who is liable to be talking in a low tone until ten o'clock in the drawing-room, the woman charges four shillings a night, making no reduction for long-time contracts. In families where there is a boy who lies on his back and screams at bedtime, the woman charges double rates. She is particular and very independent, and as the houses grow in the town her business is branching out, and she is said to be putting money in the bank every week.

HONGKONG LEGISLATIVE COUNCIL.

This afternoon a meeting of the Hongkong Legislative Council was held in the Council Chamber at the Government Offices, there being present His Excellency the Governor (Sir Henry Blake, G.C.M.G.), the Hon. J. H. Stewart Lockhart, C.M.G. (Colonial Secretary), the Hon. H. E. Pollock (Acting Attorney-General), the Hon. R. Murray Ramsey (Harbour Master), the Hon. A. M. Thomson (Colonial Treasurer), the Hon. R. D. Ormsby (Director of Public Works), the Hon. F. H. May, C.M.G. (Captain Superintendent of Police), the Hon. C. P. Clater, C.M.G., the Hon. Dr. Ho Kai, the Hon. E. R. Bellios, C.M.G., the Hon. J. J. Keswick, the Hon. Wei A Yui, and Mr. R. F. Johnston (Acting Clerk of Councils).

The following papers were laid on the table:—

1. Report of the Finance Committee. (No. 6.)
2. Report of the Public Works Committee. (No. 3.)
3. Financial Minutes Nos. 19 and 20.

Pursuant to notice the Hon. T. H. Whitehead put the following questions:—

(1) Will the Honourable the Colonial Secretary lay on the table a statement of the revised Estimates of Revenue to be received from the New Territory for the year 1899, if any, and from 1900 separately, and give the principal sources from which same is to be derived and how collected?

Answer:—
It is not possible to give accurate figures at present regarding the revenue which will be collected this year from the New Territory. As soon as the Government is in possession of the actual figures they will be published.

As to the year 1900, the amount of revenue which is estimated will be derived from the New Territory is given in the Estimates as \$100,000.

The revenue in the New Territory will be collected at one or two centres by the staff of the Colonial Treasurer.

(2) Will the Honourable the Colonial Treasurer lay upon the table a statement showing total cost of personal emoluments, pensions, and exchange compensation for the years 1895, 1896, 1897, and 1898 separately, similar to that laid before the Council dated 3rd December, 1895.

Answer:—
SALARIES, PENSIONS AND EXCHANGE COMPENSATION.

1895. 1896. Average Exchange. Average Exchange.

Salaries (including allowances) \$754,115.73 \$746,617.41

Pensions 112,770.00 118,054.71

Exchange compensation 119,408.85 70,369.90

\$956,304.55 \$935,042.01

1897. 1898. Average Exchange. Average Exchange.

Salaries (including allowances) \$767,192.21 \$749,668.71

Pensions 140,824.22 104,210.26

Exchange compensation 94,518.92 104,844.19

\$1,002,535.35 \$1,018,723.16

A. M. THOMSON, Treasurer.

(3) Will the Honourable the Colonial Treasurer lay upon the table a statement showing the total Military Expenditure and contribution for Barrack Services and Defence Works separately for the last ten years, ending 31st December, 1898.

Answer:—
MILITARY EXPENDITURE, & CONTRIBUTION FOR BARRACK SERVICES AND DEFENCE WORKS.

1895. 1896. 1897. 1898. 1899.

Military Expenditure 1,632,80 121,897.97 381,316.68 267,810.45 297,873.90

Contribution for Barrack Services 1895. 1896. 1897. 1898. 1899.

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STORM AT KOBE.

The high wind from the west and north-west which prevailed at intervals nearly all day on Monday, and all the following night, caused the sea to get up, and some seventeen or eighteen boats were wrecked off Tomposan, reports the *Kobe Chronicle* of the 18th. A police-boat going to their assistance also foundered, and the occupants—eight or nine policemen and a *sando*—were nearly drowned. They were rescued by another police boat. Some of the men in the boats that were wrecked are reported to have been drowned. Damage was done to the breakwater on Tomposan.

The barometer remained very low all Monday, standing at 29.19 at six o'clock in the morning, but rising gradually to 29.41 at 6 p.m. All through the night the wind was violent, exceedingly heavy gusts blowing at intervals. A report of the Kobe Meteorological Station, issued at noon on Monday, stated that a depression appeared off Formosa at 2 p.m. on Saturday, and had advanced to Southern Kyushu at 6 a.m. on Sunday. The barometrical reading was 29.99. As this threatened a storm, a warning was issued by the Central Meteorological Observatory to the eastern districts 1, 2, and 3, and also to the coast of the districts 4 and 5. The depression subsequently became worse, and at 2 p.m. on the same day it advanced to Eastern Kyushu, where the barometer registered 29.99. At 6 a.m. on Monday the depression had advanced to the vicinity of the Kii Channel, the barometer falling to 29.70. At the same time the atmospheric pressure began to rise over the Looe Islands, and a strong north-westerly wind set in. At Kobe the pressure began to lift at about 10 a.m. on Sunday, producing a gale, which continued for more than 36 hours. All day yesterday the weather continued rough and squally in Kobe.

A telegram from Shikoku dated the 17th says:—The rice fields for a space of over 100 *cho* on the coast of Osaka-mura, Obi district, were flooded by sea water yesterday in consequence of the high waves. The embankment was smashed for an extent of some 180 feet, and work is now being undertaken to prevent the inrush of more water.

A message from Moji of the same date says:—The gale which was blowing since yesterday went down at 3 this morning. Eight boats were wrecked and a stone wall and pier on the beach collapsed. No lives were lost. Owing to the gale, communication between Moji and Shimoda was entirely stopped.

A *Cho* is 100,000 square feet.

THE H. & S. BANK v. YO-KEE.

On the 12th inst., in the Yokohama Chihō Saibansho, before Judge Watanabe Noburu, an action instituted by Mr. D. Jackson, Manager of the Yokohama branch of the Hongkong and Shanghai Banking Corporation, against a Chinese firm, known as Yo-kee, No. 150, Yokohama, for the payment of a promissory note covering the sum of ¥7,000 issued by the latter in December last, came on for hearing. The plaintiff was represented by Barrister Ideura and the defendant by Mr. Akiyama. The *Japan Herald* reports that at the outset of the hearing, Mr. Akiyama made a protest, referring to the incorrect translation of the name of the Chinese firm, and also of the word "Manager," as no person except Directors could be legally qualified to bring an action in the Court representing a corporation. The Court was adjourned till 10 a.m. on Saturday, the 14th.

YOKOHAMA BRITISH CONSUL ROBBED.

The *Yokohama States* that Mr. H. A. Bonar, British Consul at Yokohama, with a friend of his, was out shooting at Tsuchiura on the 6th inst. He stayed at an inn called Maruman. On the morning of the 7th Mr. Bonar discovered that ¥30 in paper money which he had put in the pocket of his clothes the previous night was missing. The matter was at once reported to the police who made search for the lost money when it was found in a cupboard of the house. A maid and manservant of the hotel were arrested on suspicion, but the former was released after examination.

THE YOKOHAMA AUTUMN REGATTA.

The autumn regatta which, on account of the typhoon, had been postponed for a week, says the *Japan Advertiser*, took place on the 14th inst. It is impossible to conceive of a greater contrast as to weather than that between the two Saturdays—the one blustering wet and wholly impossible for regatta purposes, the other bright, warm, almost windless, an ideal rowing day. Of the regatta itself it may safely be said that it was the most satisfactory held by the Club for many seasons. The main cause of this was the absence of those vexatious delays in starting which, of late years, have been much more complained of by the officers and spectators. All the races were started on time, the Senior Pair only excepted, this race having to be postponed owing to the illness of Squire J. J. M. Carst is to be congratulated on his excellent rowing, winning every event in which he had entered. Abbey, too, showed what good training and conscientious work will do by winning both the Junior Pair and the Junior Four. Mott's able coaching was rewarded by his crew securing first and second prizes in the Club Fours.

From the list of winners published we note that Carst secured the winning boat in the Senior Double Sculls, when he was accompanied by Irvine, in the Senior Fours, and in the Scratch Fours. In the Open Fours, Hayward secured the winning boat, in which H. A. Poole was No. 2, Carst No. 3, and Irvine No. 4.

THE SENTENCE ON MILLER.

TOKYO, October 14th. At the Appeal Court to-day, at 10.30 a.m., the American, Robert Miller, charged with a triple murder, was sentenced to death. He looked out of sorts, no doubt caused by anxiety as to the probable fate awaiting him. He listened attentively to the reading of the judgement, and showed no sign of perturbation whatever. The Judge read from a previously written document the principal features of the case leading up to the murder of Suye, Aki, and Nelson Ward. The Court recognised certain extenuating circumstances in the murder of the two girls, and on those two charges would have sentenced the accused to imprisonment for life. But as the murder of Nelson Ward was a most unprovoked one, committed with premeditation, the Court sentenced the prisoner to death. The whole proceedings occupied about an hour.

JAPANESE TREATY WITH CHILI.

A Treaty of Commerce and Navigation with Chili was signed on the 16th inst. in the Japanese Foreign Office by Viscount Aoki and the Chilean Representative, who is going home by the next steamer to obtain the ratification of his Government.

THE WORKS AT PORT ARTHUR.

The works to be undertaken in the improvement of Port Arthur, for which the Russian Government have assigned a sum of 1,000,000 roubles, include the construction of two moles, a considerable deepening of the dock, and of the roadstead and entrance channel. On the completion of these operations, naval stores-houses on a large scale will be erected and furnished with stores and supplies of all kinds. The floating plant will also be increased, the existing dry-dock lengthened, and the construction of a new one will be commenced. The programme also includes the erection of a hospital, a church, houses for the commander and for the harbour officials, baths, warehouses, barracks, and dwelling-houses for the medical officers.

THE POWERS.

At the end of the nineteenth century the World Powers have rediscovered the Pacific. In fifteen years the position has been revolutionised; in ten years more they may have stamped the Pacific with the marks of conflict for supremacy. Russia, Japan, the United States and Great Britain are the four protagonists for pre-eminence in the Pacific. Germany and France possess opportunities for annoyance, but hegemony can be theirs in only the smallest degree. Just as France in New Caledonia is a thorn in the side of Australia, so Germany in the Carolines has placed herself against the American line of communication between San Francisco and the Philippines. If the next great struggle is to be between Germany and America, as Admiral Dewey thinks, the Americans will realise their mistake in allowing Germany to acquire the remnant of Spanish dominion in the Pacific. But beyond that Germany can do little. Unless she is able materially to augment her present possessions, she cannot hope to be in the running for a leading place in the Pacific. In America, the idea already obtains that the United States are the paramount power between the Chinese and the American seaboard, and that the destiny of the Pacific is to be an American lake. But the talk in some leading official and political circles in Washington is that America can only acquire the authority of a power in the Pacific by an alliance with Japan or Russia. But Japan leans towards Great Britain. The Americans therefore turn to Russia, the powerful magnet which seems to attract republicans irresistibly, and a Russo-American combination is not an impossibility. Russia will tap the natural wealth of Siberia and northern China. She will find the sinews both of war and commerce in the one and the raw material of considerable naval forces in the teeming population of the other. In the unlikely event of a Russo-American alliance, the Pacific, Japan and Great Britain will be driven together by need of mutual protection. Japan, with continued organisation and a measure of good fortune, cannot wholly fail to secure a large voice in Pacific destinies. The incursion of Western Powers has robbed her of the position of ascendancy and independence to which she would have attained as the result of her adoption of Western methods, and the yellow race will only now be able to assert itself in the Pacific in league with, or under the domination of, the white race. Japan recognises two things—that at the moment Great Britain is the paramount power in the Pacific and that Great Britain's attitude is defensive, not aggressive.

If Great Britain does not remain mistress of the Pacific as of other seas, the fault will be that of her sons under the Southern Cross. Federated Australia should count for at least as much as Japan. Australian federation is as momentous a fact in Pacific history as was the triumph of Japan in the war with China. Both events mean that New Powers have arrived prepared to dispute with all comers for their respective rights. Australia as a nation, however, will enjoy dignities and must face responsibilities unknown to the individual colonies. The Australia will rise to the level of the world, and can hardly be doubted. She has in the part given ample evidence of her mettle. Australia has always evinced a lively sense of the merits of a ring fence. If such a fence has not been preserved, the misfortune, not the fault, is hers.—*The Saturday Review*.

THE PHYSICAL FEATURES OF THE TRANSVAAL.

We have already dealt with the history of the Boers and their character, as well as with the events of the last war with Great Britain. Some account of the physical features of the country may now prove interesting. The Transvaal (that is, the country beyond the Vaal river to which the Boers emigrated after their difference with the British Government) forms a compact inland territory about as large as it is long, not more than 13 or 15 miles from the Indian Ocean at Delagoa Bay, but otherwise lying completely within the outer rim of the vast South African tableland. Its extreme length is some 500 miles and its extreme width about 400 miles. No accurate surveys are available, but the total area has been variously computed at from 110,000 to 120,000 miles, or about double the extent of England proper. The mean altitude of the territory above the sea exceeds 3,000 feet, so that notwithstanding that it lies between 22° 15' and 28° S. lat.—that is, to say, about the southern latitude as Formosa in the Northern Hemisphere—the Transvaal enjoys on the whole a healthy, invigorating climate, well suited to the European constitution. In some of the low-lying districts, it is true, African fevers are endemic, and the tsetse fly haunts such districts and makes them almost impossible of being traversed because of the fatalities that occur among the cattle, but the progressive settling of the country and the drainage works carried on are gradually restricting these unhealthy tracts, and even the tsetse fly is said to be gradually disappearing. "Physically," says one authority, "the Transvaal forms a well-marked section of the great South African plateau, an elevated shallow basin with a mean altitude of over 3,000 feet, whose conformation has been compared to that of a saucer. On the south and east this basin is separated from the coast by a lofty inner and less elevated outer rim, the former from 6,000 to 10,000, the latter about 2,000 feet high, sweeping round in curves concentric with the seaboard from Cape Colony through Natal and the east side of the Transvaal northwards to the equatorial regions." The highest mountain in the Transvaal is 8,725 feet above sea level, but the mean altitude of the Transvaal plateau being, as already stated, some 3,000 feet, none of the mountains appear to the eye of striking elevation above the normal level. From a geological point of view it is pointed out that the numerous fossil remains of aquatic life, together with extensive sandy tracts and the presence in several places of water-worn shingle, give to the central tableland the appearance of an upheaved lacustrine basin, whose waters escaped at one time, through the Limpopo to the Indian Ocean, and another through the Vaal to the Orange River, and hence to the Atlantic. The Vaal and

Limpopo, it is further remarked, are still the two great features in the plateau, which carry off most of the surface waters to the surrounding marine basins. The Transvaal has several magnificent rivers, and is well watered generally, being peculiarly suited for grazing or agricultural purposes. Bush, including mimosa, thorn thickets and creepers, cover extensive tracts on the northern and southern plains, and the Walkerstrom and Utrecht districts towards Natal are well wooded. But elsewhere the characteristic features are grasslands, downs, hill slopes, flats, even many parts of the higher uplands being covered with savannahs, generally affording good pasturage and fodder for cattle. The Boers and other agricultural settlers have hitherto occupied themselves chiefly with the herds, but the country is eminently adapted to the cultivation of cereals, being capable of yielding two annual crops and producing some of the finest wheat in the world. The forest growth is confined chiefly to the deep kloofs or gorges of the mountain ranges, and these gorges will be of very great value to the Boers when the advance of the British into Transvaal territory once commences, for parties will doubtless retreat within their fastnesses and make raids on the invaders as opportunity offers. The abundance of grasses and herbs in such a territory as the Transvaal naturally led to an abundance of herbivorous animals, and this again to a prolific carnivora. By the early settlers the Transvaal was described as the "paradise of hunters," as many as two hundred lions being, it is said, killed by the Boers in their great "trek" in 1835-37, between the Orange and Vaal rivers. Besides the lion, there is the leopard, rhinoceros, elephant, giraffe, zebra, quagga, many varieties of antelope, and the ostrich, while the large rivers are frequented by the hippopotamus and the crocodile. However, the larger game is gradually disappearing as the country is becoming settled. But it is the extraordinary mineral wealth of the Transvaal that has attracted most attention, and, indeed, is in no small measure responsible for the present war, for had it not been for the discovery of gold and diamonds, there would have been few outsiders in the Transvaal demanding the franchise. Moreover, besides the gold and the diamonds, there is much iron in the territory, together with copper, lead, cobalt, sulphur, saltpetre and coal, this last, with gold, copper and iron, being probably the most abundant and widely distributed. Altogether it will be seen that the Transvaal is a country of wonderful resources, which only wait to be developed under a liberal and progressive government for the territory to take perhaps the leading place in South Africa.—*Kobe Chronicle*.

TRICKS OF THE TREACHEROUS BOER.

TALES OF HIS DECEIT IN BATTLE, AND HIS BAD FAITH ELSEWHERE.

On the fateful morn of Brunker's Spruit (says a writer in the *St. James's Gazette*) a captain of horse and a subaltern of infantry rode out of Pretoria. The captain was the K.D.G.'s and the other military individual was of that precise period of his combative career attached to the K.D.G.—which mystic procession of initials, rendered into the understanding of the world at large, means the King's Dragoon Guards, and the King's Royal Rifle Corps. The object of our pilgrimage was to augment the resources of the re-mount department, and the gentle Boer was not at the moment consumed with a burning desire to part with his surplus horseflesh to the "Roer-Radies" or Red-Coats, as the Transvaalers called us then. Refused hospitality on a very transparent excuse that night at a farmhouse, we were, with a suspicious persistence, urged to spend the night elsewhere, and, further east on the road. We, however, off-saddled, and spent our night on the open veldt, which, though not strictly comfortable, was, on the whole, preferable to the change of being murdered by the half-drunken and fanatic Dopper Boers who that evening had concentrated at the identical farmhouse to which we had been so thoughtfully directed. That very night the fiery cross of insurrection had gone forth, and our kindly informants no doubt considered that such a chance of polishing off two British officers was not one to be thrown away.

They were not good souls, quite up to the job themselves, and it is suggested that we might "call next door," where our entertainment would not possibly have assumed a game hardly recognised in the ethics of hospitality. I have decided to this morsel of personal detail because it illustrated from my own knowledge that detestable quality which bulks so largely in the Boer character—"selm," artful, cunning, as they describe it when speaking of themselves; treachery, it might with more justice be written down by people whose conceptions of fair play are otherwise than those of the average Dutch Transvaaler. Sometimes this peculiar side of the Boer character has been responsible for results more momentous than any that could be imagined, an episode of the Potchefstroom siege, as narrated to me the other day, coming home from the Cape, by Mrs. Percy Boulton, one of the ladies who contrived to survive through the vicissitudes of a three-months-long investment in a terribly over-crowded mud fort.

FIRING ON A FUNERAL.

By a Boer messenger, who, under cover of a flag of truce, carried a letter to a sister of my friend, came a document in telegraphic cipher, purporting to be from Colonel Bellairs, commanding the troops in the Transvaal, informing the beleaguered garrison that he with a strong column had come to their relief, and would be with them next morning. The besieged 21st Scots Fusiliers were "to make a sortie in force on three rounds being fired from a gun in rapid succession; a big fight was to take place." (See for instance, the *Illustrated London News*.) And the Boers were to be driven away. This precious message was so evidently a fraud that no notice was taken of it. The signal failed, or the heroic little garrison never heard three guns; but sure enough in a drenching rain they heard heavy firing in a wood about a mile off, and the distant sound of a very badly imitated British cheer.

The enemy got their morning's amusement for nothing, and they must have had some trouble in drying themselves, for, according to Mrs. Boulton, the rain on that particular occasion could not well have been heavier. Mrs. Boulton, one of Mrs. Boulton's sisters, died during the siege. A truce of an hour was arranged when the body was buried, but before the time was up the God-fearing Boers opened a quick fire upon the sorrowing family, and the officers of the 21st who had accompanied them to the shallow grave just outside the entrenchments. Major-General Sir H. Rundle—then a gunner subaltern—was, it may be mentioned, one of the mourners at this inexpressible and funeral. But the crowning act of treachery was that which involved the surrender of the fort.

THE BETRAYAL OF POTCHEFSTROOM. One of the terms of the armistice concluded by Sir Evelyn Wood at Laing's Nek was that he should be at liberty to send eight days' provisions to each of the garrisons in the Transvaal, all hostilities to be suspended at each town for eight days after the arrival of supplies. On

March 12th the tidings of the armistice reached General Crooke, the Boer commander, outside the fort of Potchefstroom. On St. Patrick's Day Colonel Winslow, finding his wounded men were dying for want of food, sent out a *Kaffir* spy, who brought in news of the armistice, which he obtained promptly without the knowledge of that soul of military honour, Meincher Cronje.

Two days later Winslow sent a letter to Cronje informing that worthy that he had got to hear of the armistice, and he understood provisions and much needed medical requisites were awaiting entry into the fort. Cronje professed complete ignorance as to the armistice, and so our poor fellows, who had come to the other end of food and physic, had no alternative but the bitterness of surrender. On March 23rd the men, women, and children, worn down almost to skeletons, left the small earthwork in which day and night, under a veritable hail of fire, they had been cooped up for three months, with bugles blowing and a home-made flag tattered with bullet-holes (Lieutenant Rundle afterwards showed it to the Queen) waving at their head. They were beaten by treachery and treachery of a peculiarly base and heartless degree.

FALSE FLAGS OF TRUCE.

By the way, my friend, Mrs. Boulton, was during the siege shot in the neck one morning when rushing from one sandbagged shelter to another. The flag of truce was tried over and over again in the disastrous campaign of 1880-81, and just as many times our innocents walked into the hands of the enemy. At the battle of the Tugela, for instance, the Boers cut to pieces, *le drapier blanc* was used simply as a cover, under which the Boers closed in upon the doomed regiment. And at the action of the Ingogo River these chivalrous gentry fired upon one of the heroes of Rorke's Drift, the Rev. Mr. Ritchie, who had gone forward with a white flag in response to one hoisted by the enemy. That militant churchman, in describing the incident to me, observed that when he heard the splash on stones of Westley-Richard bullets all round him he never since his ordination felt so hugely inclined to—well, express himself in exactly devotional language. One callous soldier, indeed, averred that the padre used a "big D," but then he was only a very junior second lieutenant, so little credit was given to his statement. But the occasion was one to eminently tax the self-restraint of even an army chaplain, for while the reverend gentleman stood out in the advanced front flourishing a pocket handkerchief he noticed, to his great disgust, that the Boers were profiting by the opportunity to creep round our flanks. Even that war-worn Bishop, Father Brindle, might be pardoned if under the circumstances he did what our troops are reported to have done in Flanders.

MURDER OF CAPTAIN ELLIOTT.

After the annihilation of the hapless 94th, two unwounded officers, Captains Elliott and Lambart, were set free on parole. They were taken to a drift on the Vaal River, and were forced to attempt a crossing where the river, owing to heavy floods, was impassable. The Captains cut in which they were sitting was turned over, and when swimming for the lines the Boers poured in a volley upon them, killing poor Elliott at once. Lambart, who, like myself, had been on remount work, escaped by a miracle, and managed, half-naked and foot-sore, to reach Natal. After peace was established some of the murderers were tried by a Boer jury at Pretoria, and, needless to say, promptly acquitted. No other reparation was ever made or asked for by our Government for the foul deed.

COWDING A DOCTOR.

Another shocking instance of Boer treachery was that of a civilian doctor, who, with a surgeon-major, was despatched from Pretoria to the scene of the Brunker's Spruit massacre, to succour the wounded prisoners. His uniform saved my friend Comelof, the Army medic, but the other doctor, the Boers having decoyed him into a house on the pretence of giving him a pint of milk, was stripped of his garments and cowdied—yes, incredible as it may seem, actually cowdied—to within an inch of his life. I remember as if it were only yesterday the ghastly look of horror and shame that stamped itself on that luckless practitioner's face as, with tears in his eyes, he recounted to us the details of the atrocious outrage to which he had been subjected.

FORGING DESPATCHES.

Mention of the much-flogged doctor inevitably brings to mind the case of Captain Higginson—a cousin, by the way, of that very successful exponent of the new journalism, Mr. Alfred Harmsworth. Higginson and myself served together, before we got our commissions, in the same Irish militia regiment. Afterwards we went through the Zulu and Boer wars together, and finally both of us tried as officers of the Housaas on the pestilential Gold Coast and that other Golgotha so celebrated for its very superior development of mud, miasma, mangroves, and malaria—Lagos. Dining one night at Government House, a corrugated iron morgue, in which every 12 months or so we laid out the body of a fever-stricken proconsul, our talk drifted to the subject of this article. Four of his Excellency's guests had served in the far-away Transvaal, and each of us had our several experiences to recount of Boer bad faith.

Perhaps the most remarkable reminiscence was that of Walter Higginson. Riding one exceptionally dark night with despatches for Sir Owen Lanyon at Potchefstroom, he was halted out of his saddle by means of a time-honoured South African trick—that of a rope held breast-high across the road. Brought to another earth with such precipitancy as ensured a prolonged period of unconsciousness, the documents with which he was entrusted were brought to a neighbouring farmhouse and carefully tracings made of the signatures there bare. The true significance of this example of Boers craft only became apparent some months later, when a pretended letter purporting to bear the sign manual of Sir Percy Colley, and directing Second Lieutenant Long of the 94th, to yield up Lydenburg to the Boers, who were then closely investing that town, was handed under the usual flag of truce to the young commandant. But that officers was astute beyond his years, and as a consequence the much-coveted store of ammunition and war material at Lydenburg remained under the protection of the Union Jack. This was not by any means the first occasion on which forgery was resorted to.

THE MORAL OF THE TALE.

And now it may be asked, Why have I inflicted on the readers of the *St. James's Gazette* this catalogue of Boer misdoings? Because I am convinced that, if Austral Africa is again to pass through the fiery crucible of war, the Boers will again play the game, not in accordance with the rules, but in accordance with the tangled notions that prevail in the land beyond the Vaal, as to its being perfectly legitimate, and even commendable, to resort to every possible barbaric ruse when openly in the field, not against savages, but fellow white men. One thing is certain: If the Boers again adopt the policy which I predict they will, then the question of reprisals will become a very earnest matter of consideration for the future South Africa Commander-in-Chief, whether he be Sir Redvers Buller, Lord Kitchener or Sir "Fighting" Fred Carrington.

SHIPPING REPORTS.

Captain Thomson, of the steamship *Argyll*, from Amoy, reports:—Strong monsoon and fine weather.
Captain Robson, of the steamship *Hailong*, from Swatow, reports:—Strong E.N.E. wind and high sea, fine but cloudy weather.
Captain Warrall, of the steamship *Kintuck*, from Singapore, reports:—From 19th to 22nd, moderate to light variable winds and fair; from 22nd to arrival, strong monsoon with heavy confused sea.

NOTANDA.

CALENDAR.
OCTOBER.
Meteorological means based on fifteen years observations to 1893.
Barometer 29.982
Thermometer 76.2
Humidity 71
Rainfall 5.794
TO-DAY.
WEATHER REPORT.
On date at 10 a.m. On date at 4 p.m.
Barometer 30.20 30.11
Thermometer 75 75
Humidity 66 68
Rainfall
TO-DAY.
Thursday, 26th October, 1899.
Chinese—22nd of 9th moon of 25th year of Kwang-si.
Sun—Rises 6hr. 3min.
Sets 5hr. 25min.
Moon—Last Quarter 5.17 p.m.
ANNIVERSARIES.
1839—Lin ordered all British ships to leave the coast of China within 3 days.
1843—In Canton 1,200 houses and 3 factories burnt.
1850—North West Passage discovered by McClure.
1859—Royal Charter wrecked.
1863—Pacific Mail Co.'s steamer *City of New York* stranded outside San Francisco harbour.
1864—Chin-lien-cheng taken by the Japanese.
1896—Li Hung-chang appointed Minister for Foreign Affairs.
1897—Mr. McLeavy Brown, Financial Adviser, dismissed by the Korean Government.
TO-MORROW.
Friday, 27th October, 1899.
Chinese—23rd of 9th moon of 25th year of Kwang-si.
Sun—Rises 6hr. 4min.
Sets 5hr. 25min.
ANNIVERSARIES.
1728—Captain Cook born.
1834—Daniel Webster died.
1870—Surrender of Metz.
1871—The Tatar General, Chang Shap, visited Hongkong.
1896—Li Hung-chang charged with trespassing in the Imperial Park.
1897—Death of H.R.H. the Duchess of Teck.

SHIPPING AND MAIL NEWS.

MAILED DUE.
American (*Coptic*) 28th inst.
English (*Bengal*) 28th inst.
Indian (*Lightning*) 31st inst.
Canadian (*Empress of India*) 9th prox.
American (*America*) 11th prox.
Australian (*Chingta*) 12th prox.
The steamer *Lightning* from Calcutta, left Singapore for this port yesterday afternoon.
The steamer *Birchar* left New York on the 24th inst., via Suez, for Hongkong, China and Japan ports.
The steamer *Indra* from New York and Straits left Singapore for this port on Wednesday 25th inst. at 7 p.m.
The O. & S. Co.'s steamer *Idoneus* from Liverpool left Singapore yesterday and may be expected to arrive here on 30th inst.
The steamer *Kawachi Maru* (Europe Line) left Kobe via Moji for this port to day and is expected to arrive here on the 1st November.
The O. & S. Co.'s steamer *Coptic* with mails, &c., from San Francisco to the 29th ult., left Shanghai for this port at 1 p.m. yesterday.
The Canadian Pacific Railway Co.'s R.M.S. *Empress of India* from Vancouver, arrived at Kobe 3 p.m. on Wednesday the 25th inst. and left again at midnight same day for Shanghai, where she is due to arrive at 8 a.m. on Sunday the 29th inst.

HONGKONG AND WIAMPOA DOCK RETURNS.

Ship	From	Due
Abergeldie	Portland, &c.	Nov. 11th
Algoa	San Francisco, &c.	Nov. 21st
Ambria	Haar, &c.	Dec. 24th
America Maru	San Francisco, &c.	Nov. 14th
Bamberg	Haar, &c.	Nov. 28th
Bayern	Stants, &c.	Nov. 6th
Bengal	Haar, &c.	Nov. 28th
Bingo Maru	Marseilles, &c.	Nov. 17th
Breconshire	Victoria, B.C.	Oct. 28th
Carlisle City	San Diego, &c.	Dec. 31st
Carmathenshire	San Diego, &c.	Nov. 15th
Changsha	Yokohama & Kobe	Oct. 27th
China	San Francisco, &c.	Dec. 16th
City of Dublin	Victoria, B.C.	Dec. 30th
Coptic	San Francisco, &c.	Nov. 4th
Diamante	Manila	Oct. 27th
Doric	San Francisco, &c.	Dec. 23rd
Doyo Maru	Kobe	Oct. 28th
Emp. China	Vancouver, &c.	Jan. 17th
Emp. India	"	Nov. 22nd
Emp. Japan	"	Dec. 20th
Emp. Korea	San Francisco, &c.	Nov. 4th
Hailong	Swatow, &c.	Oct. 28th
Haitan	Kobe & Yokohama	Oct. 27th
Hakata Maru	London	Nov. 14th
Hector	San Francisco, &c.	Dec. 9th
Hongkong Maru	Victoria, B.C.	Nov. 16th
Izumida Maru	Japan	Nov. 4th
Japan	London	Nov. 2nd
Java	New York	Oct. 31st
John Sanderson	Bombay, &c.	Oct. 31st
Kagoshima Maru	Straits, &c.	Jan. 24th
Karlsruhe	Marseilles, &c.	Nov. 3rd
Kawachi Maru	Straits, &c.	Dec. 27th
Kong Albert	Haar, &c.	Dec. 18th
Kongberg	Haar, &c.	Dec. 18th
Kweiyang	Tientsin	Nov. 4th
Machao	London	Nov. 28th
Maiduru Maru	Swatow, &c.	Oct. 20th
Milke Maru	Kobe & Yokohama	Oct. 27th
Mouthmouth	Portland, &c.	Dec. 23rd
Myone	New York	Nov. 15th
Nippon Maru	San Francisco, &c.	Jan. 3rd
Onan	Marseilles, &c.	Oct. 30th
Oldenburg	Straits, &c.	Feb. 21st
Orestes	London	Oct. 31st
Parramatta	Europe, &c.	Oct. 28th
Preussen	Straits, &c.	Jan. 10th
Prinz Heinrich	Straits, &c.	Dec. 27th
Queen Adelaide	Victoria, B.C.	Nov. 18th
Rohilla	Japan	Oct. 28th
Sachsen	Straits, &c.	Feb. 7th
Saint Irene	Victoria, B.C.	Dec. 9th
Shanghai	London	Nov. 16th
Sibiria	Haar, &c.	Nov. 19th
St. Mark	New York, &c.	Oct. 28th
Strathgyle	San Diego, &c.	Dec. 15th
Suevia	Haar, &c.	Nov. 12th
Sungking	Manila	Oct. 30th
Tsinan	Sydney, &c.	Oct. 31st
Whampoa	Shanghai	Oct. 30th
Yawata Maru	Manila, &c.	Oct. 27th

PASSED THE CANAL.

Outward—26th September—*Energia*, *Adria*, *Amara*, *Bamberg*, *Voronez*, 3rd Oct.
Inward—*Indra*, *Latia*, *Vindobona*, 6th Oct.
—*Japan*, *Yarru*, *Undaunted*, *Idoneus*, 10th Oct.
October—*Argyll*, *Konigsberg*, 13th Oct.
—*Belmond*, *Isaba Maru*, 17th Oct.
—*Tanialus*, *Arab*, *Avila*, *Queen Cristina*, 20th Oct.
October—*Patrolus*, *Socotra*, *Telma*.
Homeward—20th Oct.—*Indra*.

Shipping.

Arrivals.
KINTUCK, British steamer, 2,880, Warrall, 25th Oct., Singapore 19th Oct., General.
Hailong, British steamer, 1,886, W. S. Thomson, 25th Oct., Amoy 24th Oct., General.
—Dodwell & Co.
HUB, French steamer, 704, P. Merlees, 25th Oct., Haiphong and Hoihow 24th Oct., General.
—A. R. Marty.

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F. L. Sommer		
MIKE MARU.....	Kobe and Yokohama	To-morrow, 27th October, at 4 P.M.
S. Kawamura		
YAWATA MARU.....	Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	To-morrow, 27th October, at 4 P.M.
A. E. Moses		
KAGOSHIMA MARU.....	Bombay, via Singapore and Colombo	Tuesday, 31st October, at Noon.
R. Nunome		
KAWACHI MARU.....	Marseilles, London, and Antwerp, via Singapore, Penang, Colombo & Port Said	Friday, 3rd Nov., at Noon.
J. T. Thompson		
IDZUMI MARU.....	Victoria, B.C. and Seattle, U.S.A., via Kobe & Yokohama	Thursday, 16th Nov., at 4 P.M.
M. J. Curnow		
BINGO MARU.....	Marseilles, London & Antwerp, via Singapore, Penang, Colombo and Port Said	Friday, 17th Nov., at Noon.
G. E. T. Cook		

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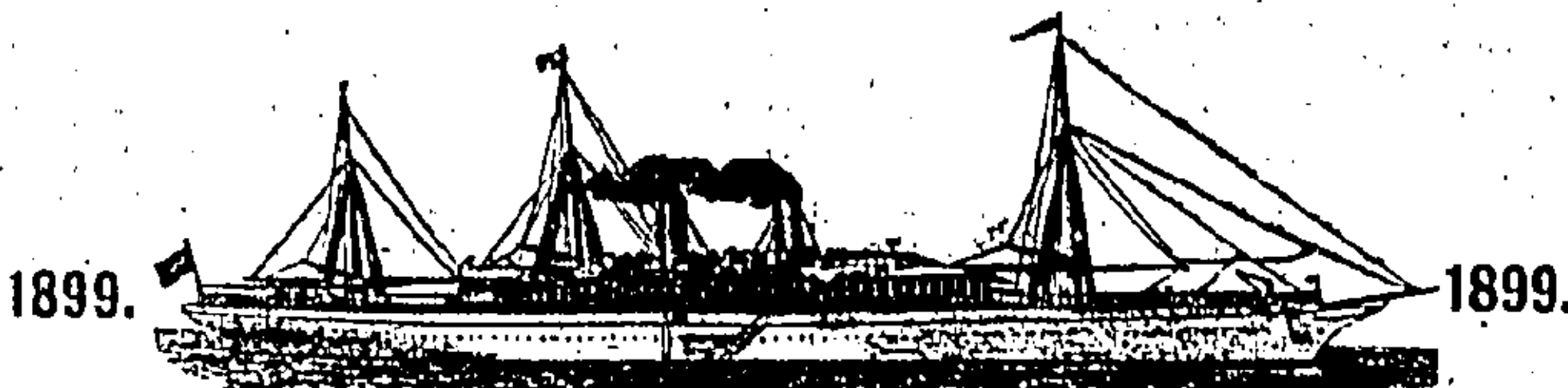
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Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 17th Jan., 1900.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS and the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street, B.

Hongkong, 25th October, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th Nov., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 9th Dec., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Wednesday, 3rd Jan., 1900, at Noon.

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 14th November, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 19th October, 1899.

[1310]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. EYES FLUID

THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 9th March, 1897.

[11]

Mails.

NORDDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA.....	MARSEILLES, HAVRE & HAMBURG. (LONDON with transhipment in HAMBURG)	12th November. Freight.
Förck.....	HAVRE & HAMBURG.	About 19th November. Freight and Passage.
*SIBIRIA.....	(LONDON with transhipment in HAMBURG)	About 28th November. Freight.
BAMBERG.....	HAVRE & HAMBURG.	About 10th December. Freight and Passage.
*KONIGSBERG.....	(LONDON with transhipment in HAMBURG)	About 24th December. Freight.
AMBRIA.....	HAVRE & HAMBURG.	
Burnmeister.....	(LONDON with transhipment in HAMBURG)	

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, The UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

Carmarthenshire, 2,929 about Nov. 15

Strathgyle, 1,523 about Dec. 15

Carlisle City, 1,302 about Dec. 31

THE Steamship

"CARMARTHENSIRE,"

will be despatched for SAN DIEGO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about WEDNESDAY, the 15th November.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Hongkong, China and Japan.

Hongkong, 23rd October, 1899.

[1330]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Algoa (via Moji, Kobe, Yokohama & Honolulu) Tuesday, 21st Nov., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 16th Dec., at Noon.

(* Taking Cargo only.)

THE Chartered Steamship

"ALGOA,"

will be despatched for SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA & HONOLULU, on TUESDAY, the 21st November, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 25th October, 1899.

[1330]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

*FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Breconshire, 3,567 G. E. Elliott Oct. 28.

Queen Adelaide, 2,832 F. McNair Nov. 18.

Saint Irene, 1,387 J. W. Aitken Dec. 9.

City of Dublin, 3,328 J. R. Rae Dec. 30.

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Abergeldie, 3,777 J. J. Murray Nov. 11.

Mouthshire, 2,874 W. A. Evans Dec. 23.

Abergeldie, 3,777 J. J. Murray Jan. 27.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 19th October, 1899.

[4]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 4th Nov., at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 30th Nov., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 23rd Dec., at Noon.

THE Company's Steamship

"COPTIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 4th November, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

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For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 19th October, 1899.

THE ACCIDENT ON THE "HANSA."

We Singapore Free Press recorded yesterday that the German cruiser *Hansa*, started her journey to China yesterday morning and had to put back in consequence of an accident in the engine-room, by means of which two firemen were severely injured, a steamship burst.

The cruiser came back to Port to send the two men to hospital. She arrived back yesterday morning, being at the time the accident happened only thirty miles out. We regret to say that the two men died while being brought ashore. Their names were Paul Felske and Otto Jagow.

An inquest was held this morning, and a verdict of "accidental death" returned.

A party of men from the vessel landed this morning and buried the two unfortunate men, with due honours.

The *Hansa* proceeded to Shanghai at eleven o'clock this morning, October 19th.

The *Hansa* is a 2nd class cruiser, built of steel, sheathed, at the Vulcan Yard, Stettin, in 1896. She is 345 ft. 7 in. in length, 57 ft. 10 in. broad, with a draft of 21 ft. 8 in. Her coal capacity is 900 tons and her complement 447 men.

The armament of the *Hansa* includes two 21 cm., eight 15 cm., three 8.8 cm., and ten 3.7 cm. all quickfiring guns, and four machine guns. Her armour is 4 in. nickel steel, and her build altogether modern.

The following is a list of her officers:—
Fregatten Kapitän Pohl; 1. Off. Kapit. Lieut. Schlicke; Kapit. Tietz; Philipp: 1st Lieut. Fremery, Count von Mounts, von Klitzing and Röhr; Lieut. von Gager, Max. Schütz, Hentschel, von Gillemeib, Becker, Pfeiffer and Zimmer; Surgeon Dr. Meyer.

BANGKOK LINERS.

The Scottish Oriental Steamship Company, says the *Bangkok Times*, have resolved to immediately commence building two new boats for the Bangkok-Hongkong run. These steamers will both be slightly larger than the modern *Chow Tai* class. The East Indian Steamship Co., Ltd., have bought from the Straits Steamship Company their steamer *Clio*, a boat of 767 tons, net register. It is intended to put this steamer on the Bangkok-Singapore run where she will replace the *Kilnaran* (*Midway*). The latter vessel has been transferred to the Borneo line, and has undergone considerable alterations for that particular trade.

STEEL SHIPBUILDING.

PROGRESS AT BANGKOK.

A steel lighter for the East Asiatic Company, built by Messrs. Howarth Erskine, Ltd., has been launched at Bangkok. It is of the following dimensions:—length 150 feet, beam 23 feet, depth 9 feet, and a cargo capacity of 300 tons. This is the second steel lighter turned out by the firm at Bangkok, where steel is rapidly taking the place of teak in shipbuilding.

THE "KHERSON."

The Russian Volunteer Fleet cruiser *Kherston* is due here in a few days en route for Port Arthur, says the *Straits Times* of the 16th. She has on board upwards of seventy military officers, including Major-General Alexieff and staff, together with two colonels of the line and several lieut.-colonels. General Alexieff is to take up command of the newly-created military position at Port Arthur. A vast quantity of war material, weighing upwards of 3,000 tons, in addition to the officers and men, is being brought out by the vessel.

RANGOON OUTRAGE CASE.

IMPLICATED MEN TO BE DISMISSED.

It has been decided that the men of the West Kent Regiment, who were implicated in the recent outrage on a Burmese woman at Rangoon, but whose guilt could not be brought home to them, shall be discharged from the army. This, apparently, is the only action the authorities can take.

TONQUIN TO NOUMEA.

It is stated that a New Zealand Shipping Co. intends starting a regular service of steamers between Noumea and Tonquin, with a subvention of £250,000, in view of the erection of a sanatorium in New Caledonia for the benefit of the troops and officials of French India. China, instead of incurring the expenses, which are very large, of sending them back to France.

LANGUAGE EXAMINATION.

SIX STRAITS CANDIDATES.

It has been decided that it would be conducive to the interests of the service in the Colony and the Federated Malay States to have the language examination of the cadets and officers studying on the bonus scheme held simultaneously at Teluk and Kuala Lumpur, the first of such examinations was held at Teluk, A. W. Just, and Datoh Sri Adika Rajah, Perak contributed five candidates, namely, Messrs. J. C. Sugars, G. J. Amery, R. Green, M. A. V. Allen, and F. R. Toft; while the Colonial contingent consisted of Captains de Hamel and Gardner, and Messrs. Peel, Green, Talma, and Hereford.

CEYLON FINANCES.

The Ceylon Budget, brought before the Legislative Council of that Colony on the 4th instant, shows a surplus of Rs. 2,294,000 in 1899. This year's revenue prospects are satisfactory. The revenue for 1900 is estimated at Rs. 25,120,000 against an outlay of Rs. 28,837,000. The excess in expenditure, mainly on account of railway construction, will be met out of surplus balances.

COOKIES AND TYPHOID.

A serious outbreak of typhoid fever has occurred at Exeter, no fewer than 39 cases having been notified recently. For a time the authorities were baffled in their endeavours to trace the source of infection. The dwellings of patients were found in perfect sanitary condition, and the general surroundings were no different from those of the healthy population. However, it was discovered that all the persons included in a particular notification had attended a school treat at Exmouth, and had partaken of raw cookies gathered from the mudflats there, and other investigations have yielded a similar result. It is alleged that the boys of Exmouth collect the cookies from the very mouth of the sewage, and some boys have been seen washing their baskets in the sewage stream itself.

RELEASE OF INVINCIBLES.

The Press Association's Dublin correspondent telegraphs—James Fitzharris, "Skin the Goat," and Lawrence Hanlon were released on Tuesday August 22nd from Maryborough Jail. Fitzharris was a cabdriver, and on the occasion of the Phoenix Park murders in May, 1882, he stood by the scene and had in his cab three men armed and prepared to shoot any one who interfered to prevent the execution of their plan. He was convicted of being an accessory after the fact, and sentenced to penal servitude for life. Hanlon was also sentenced to penal servitude for life for attempting the murder of a man named Field, a jurymen in a murder case. A Maryborough telegram states that after leaving the jail Fitzharris and Hanlon proceeded by a quiet route to a point where the road passed beneath the railway. They then climbed on to the line and went to the station, leaving by the 9.11 train for Dublin. They were accompanied by two wanderers in plain clothes. Both looked in good health, but Fitzharris wore glasses. Their departure was witnessed by very few persons.

THE FLOATING HOME FOR BARROW WORKMEN.

The steamship *Alaska* the old Atlantic greyhound, was recently opened as a floating home for the workmen engaged by Messrs. Vickers, Sons, and Maxim. She is lying in the docks at Barrow. About 100 men have already availed themselves of the accommodation provided, and there is room for about 300 or 400 more. The number is increasing every day, as the new home, which is a club in every sense, has already become very popular, and the men are enabled by all the conveniences of the fine saloon, the cosy smoking and reading rooms, the upper and lower promenade decks, music in the saloons after meals are over, and a good menu, the inclusive charge for food, washing, and mending of clothes being 14s. 15s. and 16s. a week, according to the cabin occupied.

THE CONVICT-CAPITAL OF DARTMOOR.

In an article on "The Convict-Capital of Dartmoor" in the September *Chambers' Journal* a few facts are given, which may be reproduced about the well-known penal establishment. To-day there are in residence nearly nine hundred men, who are attended by between two and three hundred warders. Every man has, of course, a cell of his own. Books are allowed to any extent if approved by the chaplain, and some of the prisoners are omnivorous readers of history, travel, and fiction. Each man is shaved once a week by a prisoner known to be an ex-barber, "though for a razor he is only permitted to use a species of small-toothed clipper." Three months before liberation, however, beards are allowed to be grown.

The prison fare consists of three meals a day—a pint of tea and half a loaf of bread for breakfast; eleven ounces of roast beef or mutton for dinner; and half a loaf and a pint of cocoa for supper. For his dress the convict wears a dull yellow cap of the "Scotch" order, upon which a brass letter is fastened, one letter for each period of servitude the wearer has endured. The thick rough jacket and trousers are of the same yellowish hue, but after a year or two the "good conduct" men are privileged to exchange these for garments of dark blue and a red collar. A favourite form of insubordination is to tear to pieces these yellow suits, the punishment for which is that the "tiger" appears in the quarry next day arrayed in board-like black canvas.

Convicts sometimes attempt to regain their freedom, but are hardly ever successful. The most celebrated escape of the past—some say the only one—dates from many years back, when a convict lived for three weeks in a peat-cutter's cottage almost under the shadow of the prison walls. The grandmother who lived in the house was dangerously ill; but before the warders came to search the house she got up from her bed and gave it, together with her nightgown, to the convict, who most successfully sustained the rôle of an asthmatical old woman of ninety. When the excitement had subsided he quietly left the house at night in the peat-cutter's clothes, and escaped to America. On Tuesday morning some of the convicts are usually seen on the platform of the South-Western station at Tavistock, clothed and bearded. They are on their way to Pentonville Prison, where they will be photographed; and then, with £2 in their pockets, will regain their freedom.

WRECK STATISTICS FOR 1898.

The statistical summary of vessels totally lost, condemned, etc., just issued by Lloyd's Register, shows that during last year the gross reduction in the effective Mercantile Marine of the world amounted to 1,141 vessels of 820,725 tons, excluding all vessels of less than 100 tons. Of this total loss, 322 vessels of 463,241 tons were steamers and 819 of 357,484 tons were sailing vessels. As regards steamers, the present return exceeds the average of the preceding seven years by 56 vessels and 135,457 tons; as regards sailing vessels it is below the average by 31 vessels and 28,551 tons. The excess in the case of steamers follows on the great increase during recent years in the amount of steam tonnage afloat, and is partly attributable also to the amount of tonnage broken up, condemned, etc. Apart from cases which come within this latter category, the United Kingdom steam tonnage lost during 1898 exceeded the average of the preceding seven years by about 25,000 tons, while the tonnage owned has increased since 1891 by nearly 2,500,000 tons. The summary exhibits interesting data as to the relative frequency of the different kinds of casualties, etc., concluding the existence of vessels. Strandings and kindred casualties, which are comprised under the term "wrecked," remain the most prolific cause of disaster, 42 per cent. of the losses of steamers and 47 per cent. of the losses of sailing vessels in 1898 being attributable to such casualties. Great as the absolute loss of vessels belonging to the United Kingdom appeared to be in 1898, it formed but a small percentage of the Mercantile Marine of the country, and compared favourably with the losses sustained by other leading maritime countries. The Merchant Navy of the United Kingdom showed the smallest percentage of loss, viz. 2.4 per cent. of the vessels owned, the Colonies followed with 2.8 per cent., and Norway being the highest with 7.30 per cent. As regards steamers, while the percentage for the United Kingdom stands at 2.05, the average of the percentage of loss for the Colonies, United States, France, Germany, and Norway was 2.58. For sailing vessels the United Kingdom shows an average percentage of 3.45, compared with 7.14 for the other five countries.

"Who is it holding forth to your husband Mrs. Brown?" "It's Professor Sparkes, George raves about him. Says his conversation is an intellectual treat. Go and ask to be introduced." "Thanks but I hardly feel equal to an intellectual conversation this afternoon. I think I'll stop where I am if you don't mind."

TELEGRAMS.

The following are from the *Rangoon Times*, of October 10th:—

The Plague.

SIMLA, October 9th. The following is the plague summary for the week ending 7th October:—Reported deaths in all India were 6,727, or over 1,000 above the total of the previous week. In Bombay city the reported deaths increased from 82 to 103, and in the presidency from 5,178 to 5,750. There were seven deaths at Karachi. Plague increased in Satara, Belgaum, Dharwar and Bijapur states but improved in Kolhapur and Ahmednagar districts. The reported deaths fell in Calcutta from 57 to 47. An outbreak was reported in the Saran district. Deaths rose in Nagpur city district from 35 to 51. Some cases of plague occurred in a village in the Hoshiarpur district. The Mysore state remained stationary; but a marked increase took place in the Hyderabad state where four districts are affected.

England Congratulates India.

SIMLA, October 9th. Lord Lansdowne has formally intimated through the Secretary of State for India the warm congratulations of Her Majesty's Government at the admirable manner in which the recent embarkation of troops for South Africa have been arranged by the authorities in India. It may be remarked that the prompt way in which the Indian contingent has been despatched is practically due to the perfection of the mobilisation scheme which is in force in India, and that, had more ample dock accommodation and shipping been available, the troops would probably have been moved several days earlier. The Government of India may, at all events, be congratulated at not only having its army equipment in excellent readiness, but also upon having practically saved the situation as it at present stands in South Africa.

The Viceroy's Tour.

The dates and arrangements for Lord Curzon's coming tour are still unsettled.

The Simla Fancy Fair.

Lady Curzon accompanied by Lord Luffell A.D.C. and the Misses Leiter formally opened the fancy fair in aid of the newly European hospital this morning.

Further arrivals of Indian Troops in Africa.

BOMBAY, October 10th. Transports *Pulitana* and *Siras* with the Gordon Highlanders; the *Narani* with a company of the 60th and a company of the Glosers; and the *Harda* with a squadron of the 9th Lancers have arrived at Durban. The *Wardha* is ordered to Capetown.

Return of Indian Transports.

The *Sublet* left for India via Mauritius, the *City of London* for Bombay, the *Purna* and *Pandita* for Galle. The Indian bound ships have been detained by bad weather. Coal is exhausted in Durban and the natives have deserted the mines. The ships from India fortunately took sufficient coal to enable them to return without coaling at Natal.

An Indian Railway Clearing House.

SIMLA, October 10th. The railway recent conference has decided with reference to establishing a clearing house or houses in India that a special officer shall visit the principal lines, investigate matters and report to the next conference the probable cost and economy of such an institution.

Concessions to Pilgrims. With regard to the concession of third-class fares for a double journey to pilgrims and pleasure parties travelling long distances by rail it was decided that while the principle of granting concessions in fares to pilgrims for long traffic to important places is sound in both local and through bookings, no general rate can be laid down, but each case must be on its own merits.

Intimations.

LET 'EM ALL COME

TO

YEE CHUN'S STUDIO

at No. 50, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS on IVORY are executed at Moderate Prices.

Hongkong, 2nd May, 1890. [506a]

MEE CHEUNG, PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

IS now in a position, in his New and Com. modious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUP AND VIEWS a speciality.

Hongkong, 22nd September 1898. [45]

DENTISTRY

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST,

No. 4, Queen's Road Central.

Hongkong, 8th March, 1899. [18a]

GRIMAUD'S SYRUP OF HYPO-PHOSPHITE OF LIME

FOR DISEASES OF THE CHEST.

All suffering from Catarrh, Consumption, Obsolete Coughs, or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take

GRIMAUD'S SYRUP OF HYPO-PHOSPHITE OF LIME

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.

Grimaud's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

Grimaud's Syrup has a rose colour, and is sold in flat oval bottles. Beware of imitations.

GRIMAUD & Co., Paris, 84, rue de la Harpe.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship

"TAITAN," Captain Roach, will be despatched for the above Ports, TO-MORROW, the 27th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, 26th October, 1899. [1344a]

NIPPON YUSEN KAISHA, (JAPAN MAIL STEAMSHIP CO.)

FOR MANILA. THE Company's Steamship

"YAWATA MARU," (3,800 Tons Gross, Captain A. E. Moses) will be despatched for the above Port, TO-MORROW, the 27th instant, at 4 P.M.

This new Mail Steamer is specially constructed for service in the Tropics and is provided with Superior Accommodation, and with all modern fittings and improvement for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 21st October, 1899. [1327a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"DIAMANTE," Captain Taylor, will be despatched for the above port, TO-MORROW, the 27th instant, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 24th October, 1899. [1337a]

WEST RIVER SERVICE.

THE New River Steamers

"SAMSHUI" & "WUCHOW" will be despatched alternately from Messrs. DOUGLAS LARPAIK & Co.'s WHARF, at 5 P.M., on MONDAYS, WEDNESDAYS and FRIDAYS for WUCHOW, calling at KONGMOON, KANCHUCK, SAMSHUI, SHUIHUNG and TAKHING.

Both Vessels have Superior Accommodation for Saloon Passengers.

Fares, including Sleeping Berth and Meals. HONGKONG TO SAMSHUI.

Single Fare.....\$10.00 Return Fare.....17.50

HONGKONG TO WUCHOW.

Single Fare.....\$20.00 Return Fare.....35.00

The attention of Passengers is drawn to the magnificent scenery on the West River. Arrangements can be made for the Steamers to stop at SHUI HING to enable Passengers to visit the celebrated "MARBLE ROCKS" and "CAVES."

For further information, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th October, 1899. [1307a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY. THE Company's Steamship

"SUNGKIANG," Captain Moore, will be despatched as above on MONDAY, the 30th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th October, 1899. [1332a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"ORESTES," Captain Palford, will be despatched on TUESDAY, the 31st October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th September, 1899. [1221a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENSIN. THE Company's Steamship

"KWEIYANG," Captain Outerbridge, will be despatched as above on SATURDAY, the 4th November.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th October, 1899. [1346a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"HECTOR," Captain Barr, will be despatched as above on TUESDAY, the 14th November.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th October, 1899. [1283a]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL. THE Steamship

"MOYUNE," Captain Conradi, will be despatched for the above Port, on WEDNESDAY, the 15th November, in the Afternoon.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 23rd October, 1899. [1338a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"MACHAON," Captain Hamah, will be despatched as above on TUESDAY, the 28th November.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th October, 1899. [1391a]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE. THE Company's Steamship

"CHANGSHA," Captain Moore, will be despatched as above TO-MORROW, the 27th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th October, 1899. [1477a]

FOR KOBE (DIRECT). THE Steamship

"DOYO MARU," Captain Wakishima, will be despatched as above on SATURDAY, the 28th instant.

For Freight, apply to DODWELL & CO., LIMITED.

Hongkong, 24th October, 1899. [1342a]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"MAIDZURU MARU," Captain T. Quata, will be despatched for the above ports, on SUNDAY, the 29th instant, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.

Hongkong, 23rd October, 1899. [1213a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLE AND LONDON VIA STRAITS.

(Taking Cargo at through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"OANFA," J. A. Davies, Commander, will be despatched as above on MONDAY, the 30th instant.

For Freight, &c., apply to HOLLIDAY, WISE & CO., Agents.

Hongkong, 11th October, 1899. [1268a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"TSINAN," Captain Anderson, will be despatched as above on TUESDAY, the 31st instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th October, 1899. [1320a]

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Intimation.

THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,

Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &c., &c.,

Apply to,

W. STUART HARRISON,

Manager.

Hongkong, 18th January, 1898. [135]

The Share Market.

LATEST QUOTATIONS.

(October 26th.)

Banks.

Hongkong and Shanghai Banking Corporation—324 per cent. prem.

The Bank of China & Japan, Ltd.—(Preference) nominal.

The Bank of China & Japan, Ltd.—(Ordinary) 41 buyers.

The Bank of China & Japan, Ltd.—(Deferred) 45 buyers.

National Bank of China, Ltd.—28.

Do. Do. —28.

Marine Insurance.

Union Insurance Society of Canton, Ltd.—242.

China Traders' Insurance Co., Limited—59.

North China Insurance Co., Ltd.—211.

Yangtze Insurance Assoc. Ltd.—512.

Canton Insurance Office, Ltd.—515 buyers.

Strait Insurance Co., Ltd.—5.

Fire Insurance.

Hongkong Fire Ins. Co., Ltd.—530.

China Fire Ins. Co., Ltd.—58.

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Ltd.—524.

Indo-China Steam Navigation Company, Ltd.—579.

China and Manila S.S. Co., Ltd.—59.

Douglas Steamship Co., Ltd.—547.

China Mutual S. N. Co., Ltd.—(Preference) 50 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary) 45 buyers.

China Mutual S. N. Co., Ltd.—(Deferred) 45 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary) 45 buyers.

China Mutual S. N. Co., Ltd.—(Deferred) 45 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary) 45 buyers.

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China Mutual S. N. Co., Ltd.—(Ordinary) 45 buyers.

China Mutual S. N. Co., Ltd.—(Deferred) 45 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary) 45 buyers.

Geo. Fenwick & Co., Ltd.—542.

Hongkong Ice Co., Ltd.—515.

Hongkong High-Level Tramways Co., Ltd.—547.

Dairy Farm Co., Limited—36.

Hongkong & China Bakery Co., Ltd.—525.

Campbell, Moore & Co., Ltd.—515 buyers.

Bells Asbestos Eastern Agency, Limited—61 nominal.

Bells Asbestos Eastern Agency, Ltd.—55.

Carmichael & Co., Limited—38.

Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.—56.

Ewo Cotton Spinning & W. Co., Ltd.—Tla. 66.

International Cotton Mfg. Co., Ltd.—Tla. 75.

Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.—Tla. 77.

Soy Chee Cotton Spinning Co., Ltd.—Tla. 350.

Yahloong Cotton Spinning Co., Ltd.—Tla. 55.

Tebrau Planting Co., Ltd.—\$4 per share.

Tebrau Planting Co., Ltd.—\$5.

BENJAMIN, KELLY & POTTS (Share Brokers.)

Telegraph Address—"Rialto."

EXCHANGE.

Hongkong, 26th October.

ON LONDON, Telegraphic Transfer 1/10 15/10

Bank Bills, on demand 1/10 15/10

Credits, 4 months' sight 1/11 11/11

D'cents, 4 months' sight 1/11 11/11

ON BERLIN, Bank Bills, on demand 2/4 1/2

Credits, 4 months' sight 2/4 1/2

ON NEW YORK, Bank Bills, on demand 4/6 1/2

Credits, 30 days' sight 4/6 1/2

ON BOMBAY, Telegraphic Transfer 1/4 1/2

On demand 1/4 1/2

ON SHANGHAI, Telegraphic Transfer 1/4 1/2

Private, 30 days' sight 1/4 1/2

ON YOKOHAMA, T.T. 64 per cent. prem.

Sovereigns, Bank's Buying Rate 5/10 4/3

Gold Leaf 100 touch, per tola 54/50

Bar Silver 26 1/2

Dollars 34 per cent. prem.

OPIMUM QUOTATIONS.

Hongkong, 26th October.

New Pains 930 per chest.

New Denares 910

New Malwa 860 per picul.

Old Malwa 875

Persian, paper tied 800

VISITORS AT THE HONGKONG HOTEL.

Mr. J. H. Aitken

Mrs. John Angus

Mr. T. S. Meser

Mr. T. S. Meser

Mr. E. O. Murphy

Mr. W. S. Bailey

Mr. B. J. Barlow

Mr. J. F. M. Bartlett

Mr. W. M. Black

Mr. and Mrs. A. H. Bottenheim

Mr. J. W. Brown

Mr. G. Bruse

Mr. T. F. Burgdorff

Mr. A. M. Poundney

Mr. B. Carter

Miss J. M. Cawley

Dr. and Mrs. F. Clark

Mr. P. W. Dennis

Mr. C. C. Deiroche

Mr. H. Dunbar

Mr. D. Earnshaw

Mr. and Mrs. F. H. Eldridge

Mr. W. F. Fackel

Mr. & Mrs. G. Gibson

Capt. Goddard

Major and Mrs. Griffin

Capt. P. Hall

Mr. R. J. Hall

Mr. G. Havers

Mr. H. Heller

Major and Mrs. Higgs

Mr. T. Howard

Mr. Magdon Ismail

Mrs. Jackson

Major and Mrs. Jeffreys

Mr. E. A. Joseph

Mr. E. A. Joseph

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Mr. E. A. Joseph

GUTHRIE, British steamer, 1,495, W. G. Mc

Arthur, 24th Oct.—Melbourne 19th Sept.

Newcastle 23rd, Sydney 29th, Moerai

Bay 3rd Oct., Cleveland Bay 5th, Cairns

6th, Cooktown 7th, Thursday Island 10th,

and Port Darwin 14th, General—Gibb,

Livingston & Co.

HAITAN, British steamer, 1,183, J. S. Roach,

25th Oct.—Fochow 22nd Oct., Amoy

23rd, and Swatow 24th, General—Douglas,

Lapraik & Co.

HERMES, Norwegian steamer, 849, J. C.

Jensen, 25th Oct.—Canton 24th Oct.,

General—E. & M. Co.

HOIHAO, French steamer, 1,000, J. C. Gerard,

25th Oct.—Pakhoi and Hoihow 24th Oct.,

General—A. R. Marty.

HOLSTEIN, German steamer, 985, M. I. Poland,

23rd Oct.—Saigon 18th Oct., Rice—

Jensen & Co.

HONGKONG, French steamer, 847, Bastian,

24th Oct.—Haiphong and Hoihow 23rd

Oct., General—A. R. Marty.

MACHW, British steamer, 999, J. E. Farrell,

18th Oct.—Siam 11th October, Rice—

Butterfield & Swire.

MAUSANG, British steamer, 1,643, J. Kynock,

21st Oct.—Sandakan 17th Oct., Timber—

Jardine, Matheson & Co.

MENMUIR, British steamer, 1,980, S. J. George,

25th Oct.—Samarang 14th Oct., General—

Gibb, Livingston & Co.

MIKE MARU, Japanese steamer, 2,060, S.

Kawamura, 24th Oct.—Singapore 17th

Oct., General—Nippon Yusen Kaisha.

MONSIEUR, British steamer, 859, N. C. Major,

14th Oct.—Koh-si-chang 2nd Oct., Rice—

Yuen Fat Hong.

PETRARCH, German steamer, 1,252, Necker,

8th Oct.—Samarang 22nd Sept., and

Labuan 30th, General—Lauis, Wegener &

Co.

PHRA CHOM KHAO, British steamer, 1,011, J.

Fowler, 19th Oct.—Bangkok 10th Oct.,

and Koh-si-chang 12th, Rice and General—

Yuen Fat Hong.

ROHILA, British steamer, 2,216, S. de B.

Lockyer, R.N.R., 25th Oct.—Yokohama

18th Oct., General—P. & O. S. N. Co.

SABINE RICKMERS, British steamer, 690, J. R.

Nasbet, R.N.R., 18th Oct.—Shanghai 15th

Oct., Ballast—Arnhold, Karberg & Co.

SAINT JEROME, British steamer, 1,845, P. T.

Reid, 21st Oct.—Muroan 11th Oct., Coal—

Hughes & Hough.

SALVADORA, American steamer, 687, Goitolo,

24th Oct.—Manila 21st Oct., General—

Brandao & Co.

SANDAKAN, German steamer, 1,374, E. Muhle,

24th Oct.—Sandakan 5th Oct., Timber—

Melchers & Co.

SUNGLANG, British steamer, 1,021, S. W.

Moore, 24th Oct.—Manila 21st Oct.,

General—Butterfield & Swire.

SYDNEY, French steamer, 4,232, Aubert, 13th

Oct.—Marseilles 3rd Sept., and Saigon

5th Oct., Mails and General—Messageries

Maritimes.

TATEGAMI MARU, Japanese steamer, 1,668, M.

Tomeo, 23rd Oct.—Mojil 18th Oct., Coal—

Jefferey.

TERREIR, Norwegian steamer, 1,008, G. Kamp-

for, 14th Oct.—Singapore 5th October,

Timber—Order.

TRIGONIA, British steamer, 1,069, F. G. M.

Phillips, 23rd Oct.—Shanghai 19th Oct.,

Ballast—Arnhold, Karberg & Co.

TRIUMPH, German steamer, 675, A. Rieke,

25th Oct.—Swatow 24th Oct., General—

Jensen & Co.

YAWATA MARU, Japanese steamer, 2,367, A. E.

Moses, 24th Oct.—Nagasaki 20th Oct.,

General—Nippon Yusen Kaisha.

YUENSIANG, British steamer, 1,128, P. H. Rolfe,

R.N.R., 18th Oct.—Manila 13th Oct., and

Amoy 17th, Hemp and Tobacco—Jardine,

Matheson & Co.

Sailing Vessels.

ADOLPH OBRIG, American bark, 1,302, Arins-

bury, 17th Oct.—New York 5th May, Case

Oil—Standard Oil Co.

ETHA RICKMERS, German ship, 1,754, Joh.

Bencke, 22nd Sept.—Cardiff 13th May,

Ballast—Arnhold, Karberg & Co.

GLO, German bark, 1,324, Hemmer, 8th Oct.,

New York 26th May, Kerosine Oil—

Standard Oil Co.

JOSEPHUS, American ship, 1,547, P. Gilkey,

30th Aug.—New York 25th April, Case

Oil—Standard Oil Co.

LOTHAIR, Italian bark, 759, C. Lewanger,

1st Oct.—Callao Peru 21st July, Iron—

Order.

MANUEL LLAGUNA, American ship, 1,649, C. V.

Small, 7th Oct.—Shanghai 3rd October,

Ballast—Siemens & Co.

MAY FLINT, American ship, 3,576, R. Banfield,

20th Sept.—New York 24th April, Case

Oil—Standard Oil Co.

MARY L. CUSHING, American bark, 1,540,

1st Oct.—New York 16th May, Case Oil—

Order.

RETRIEVER, British schooner, 96, Parker, 8th

Sept.—Honolulu 16th July, Ballast—</